

## **Delegated Decision**

# **Proposed Prohibition of Waiting - Franklin Street, Oldham**

Report of: Deputy Chief Executive – People and Place

Officer contact: Lucy Tindall  
Ext. 3205

**23 January 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibitive waiting restrictions (in the form of double yellow lines) along Franklin Street, Oldham to alleviate obstructive parking.

### **Recommendation**

It is recommended that 'No waiting - At any time' restrictions be introduced along part of Franklin Street, Oldham in accordance with the schedule and plan at the end of this report.

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## **Proposed Prohibition of Waiting - Franklin Street, Oldham**

### **1 Background**

- 1.1 A complaint has been received from one of the businesses on Franklin Street, Oldham, who are experiencing difficulties receiving deliveries to their premises, especially from larger vehicles due to the current level of parking along Franklin Street. The business has on occasion been forced to turn away deliveries as they have been unable to gain access their premises due to obstructive parking.

### **2 Current Position**

- 2.1 Currently there are prohibitive waiting restrictions (single yellow lines), preventing parking between 8am and 6pm, seven days a week. However, a number of the time plates required to allow enforcement to take place have been removed either due to damage or by motorists wanting to park, therefore, preventing enforcement taking place.
- 2.2 Recent observations highlighted the missing time plates and arrangements were made to have them replaced, however, within a few days of them being replaced one of them had been removed again, rendering the lines unenforceable.
- 2.3 In view of the above a decision has been made to revoke the existing single yellow line restrictions and replace them with double yellow line restrictions which do not need the erection of time plates, therefore, allowing enforcement to take place.

### **3 Options/Alternatives**

- 3.1 Option 1: To approve the recommendation
- 3.2 Option 2: Not to approve the recommendation

### **4 Preferred Option**

- 4.1 The preferred option is Option 1

### **5 Justification**

- 5.1 In view of the access problems being experienced when vehicles are parked on Franklin Street and the constant removal or damaged of time plates it is felt the single yellow line restrictions should be replaced with double yellow lines, in accordance with the schedule at the end of this report and drawing number 47/A3/1517/1.

## 6 Consultations

- 6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.
- 6.2 T.f.G.M. View - The Director General has been consulted and has no objection to this proposal.
- 6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 6.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

## 7 Comments of Coldhurst Ward Councillors

- 7.1 The Ward Councillors have been consulted and no comments were received.

## 8 Financial Implications

- 8.1 The cost of making this restriction along with road marking and maintenance thereafter is as follows:

	£
Removal of Signs	150.00
Advertisement of Order	1,200.00
Introduction of Road Markings	500.00
<b>TOTAL</b>	<b>1,850.00</b>
Annual Maintenance costs (calculated October 2018)	100

- 8.2 The advertising, sign removal and road marking costs of £1,850 will be funded from cost centre 40916 (Highways Operations – Unity).
- 8.3 The annual maintenance costs estimated at £100 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard/Sadrul Alam)

## 9 **Legal Services Comments**

9.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.

9.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

## 10 **Co-operative Agenda**

10.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework

## 11 **Human Resources Comments**

11.1 None.

## 12 **Risk Assessments**

12.1 None.

## 13 **IT Implications**

13.1 None.

## 14 **Property Implications**

14.1 None.

15 **Procurement Implications**

15.1 None.

16 **Environmental and Health & Safety Implications**

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – Nil.

16.5 Built Environment – Nil.

16.6 Natural Environment – Nil.

16.7 Health and Safety – Nil.

17 **Equality, community cohesion and crime implications**

17.1 By removing the parking from Franklin Street, access will be improved and therefore, meet the aspirations of the complainant.

18 **Equality Impact Assessment Completed?**

18.1 No.

19 **Key Decision**

19.1 No.

20 **Key Decision Reference**

20.1 Not applicable.

21 **Background Papers**

21.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

22 **Proposal**

22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

**Delete from the Oldham Borough Council (Oldham area)  
Consolidation Order 2003**

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
(0241)	<u>Franklin Street</u> (East side)  From a point 119 metres north of its junction with Belmont Street for a distance of 22 metres in a northerly direction up to and including the cul-de-sac end	8am – 6pm Mon to Sat	A, B1, B3, B4, C, E, J, K4	
(0241)	<u>Franklyn Street</u> (East side)  From its junction with Belmont Street for a distance of 15 metres in a northerly direction	8am – 6pm Mon to Sat	A, B1, B3, B4, C, E, J, K4	
(0241)	<u>Franklyn Street</u> (West side)  From its junction with Belmont Street for a distance of 137 metres in a northerly direction up to and including the cul-de-sac end	8am – 6pm Mon to Sat	A, B1, B3, B4, C, E, J, K4	

Schedule

Drawing Number 47/A3/1517/1

**Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003**

Part 1 Schedule 1

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Franklin Street</u> (West side)  From its junction with Belmont Street for its entire length up to and including cul-de-sac end	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Franklin Street</u> (East side)  From its junction with Belmont Street for a distance of 15 metres in a northerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Franklin Street</u> (East Side)  From a point 10 metres south of its junction with Franklin Close for a distance of 87 metres in a northerly direction up to and including the turning head	At Any Time	A, B1, B3, B4, C, E, K3	

**APPROVAL**

**Decision maker**

Signed:   
Cabinet Member,  
Neighbourhood Services

Dated: 04/02/19

**In consultation with**

Signed   
Director Of Environmental  
Services

Dated 25/01/19



